

THE

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No. 1.

PETER HEYWOOD,
MIDSHIPMAN OF THE BOUNTY.

[Continued.]

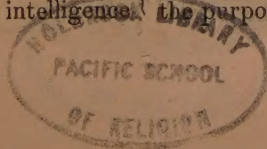
On the 3d of June, after passing several keys and islands, and doubling Cape York, the north-easternmost point of New Holland, at eight in the evening the little boat and her brave crew once more launched into the open ocean.

Another week of exposure in the open ocean greatly reduced the strength of the sufferers. "In the morning of the 10th, after a very comfortless night, there was a visible alteration for the worse, says Mr. Bligh, "in many of the people, which gave me great apprehensions."

On the 11th Lieutenant Bligh announced to his wretched companions that he had no doubt that they had now passed the meridian of the eastern part of Timor, a piece of intelligence

that diffused universal joy and satisfaction.

The boat of the Bounty with its worn-out company arrived at length (June 14) in the desired haven towards which for nearly seven weeks they had been sailing. They came safely to anchor in Coupang Bay, upon the island of Timor. They were received with great kindness and hospitality. They were so emaciated that they were scarcely able to walk. "Our bodies, says one of them, were nothing but skin and bones; our limbs were full of sores, and we were clothed with rags." In this condition, with tears of gratitude flowing down our cheeks, the people of Timor beheld us with a mixture of horror, surprise and pity." Having recruited their strength by resting two months, they sailed for Batavia, where they arrived safely in a small schooner which had been purchased and armed for the purpose of conveying them



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to that place. From this place Bligh embarked on board a Dutch packet and was landed on the Isle of Wight, March 14th, 1790. Twelve of the company besides Bligh, at length succeeded in reaching home.

On their arrival the news of the mutiny spread rapidly and created great excitement. The news soon reached the home of Peter Heywood, on the Isle of Man. The father of young Heywood had died since his son had left home for a life on the ocean wave, and the family now in deep mourning for the loss of the father and husband learned the fate of the son and brother. It was rumored that Heywood was among the mutineers. The distracted mother having heard that her son was a ring-leader among the men who had taken possession of the *Bounty*, wrote to captain Bligh to learn the truth in the matter. She could not believe that her son would be guilty of so foul a deed. She believed him innocent, notwithstanding it was rumored that he went armed into the captain's cabin when the mutiny occurred.

To the affectionate letter of the almost distracted mother, Captain Bligh returned the following cruel and most heartless reply.

London, April 2d, 1790.

Madam:—I received your letter this day, and feel for you very much, being perfectly sensible of the extreme distress you must suffer from the conduct of your son Peter. *His baseness is beyond all description*, but I hope you will endeavour to prevent the loss of him, heavy as the misfortune is, from affecting you too severely. I imagine he is with

the rest of the mutineers at Tahiti. (Signed) Wm. Bligh.

To the uncle of Peter Heywood who also wrote to Mr. Bligh for information concerning his nephew, the following reply was returned.

26th March, 1790.

"SIR,

"I have just this instant received your letter. With much concern I inform you that your nephew, Peter Heywood, is among the mutineers. *His ingratitude to me is of the blackest dye*, for I was a father to him in every respect, and he never once had an angry word from me through the whole course of the voyage, as his conduct always gave me much pleasure and satisfaction. I very much regret that so much baseness formed the character of a young man I had a real regard for, and it will give me much pleasure to hear that his friends *can bear the loss of him without much concern*.

I am, Sir, &c.

(Signed) "WM. BLIGH."

The story of Bligh and the others who returned in the *Bounty's* boat created great indignation against Christian and his associates in the mutiny. The statement of Bligh was received as true, and the men who had risen against him and so cruelly forced him into the boat, were regarded as deserving the most summary punishment. As Heywood was an officer on board the *Bounty*, and was reported as a ringleader in the mutiny notwithstanding the kind treatment which he had received from Captain Bligh, the indignation of the community was particularly strong towards him. A desire was everywhere ex-

pressed that the mutineers might be found, and brought to justice. Accordingly a ship was fitted out for a cruise in pursuit of the mutineers. It was the Pandora, a man-of-war, having on board 120 men. Its commander, whose name was Edwards, was a cruel and heartless man, who seems to have been a personification of the indiscriminating indignation which existed against the mutineers. The ship sailed, as soon as it could be put in readiness, for the South Pacific Ocean.

In the mean time the mutineers on account of mutual quarrels, had separated, and sixteen out of the twenty five who remained in the Bounty after the mutiny, had left the ship and were now at the Island of Tahiti—the place where the ship was loaded. The rest—nine in number—had sailed away in pursuit of some Island in the ocean where they could hide away from the world and live and die unknown. Among the sixteen who left the Bounty at Tahiti was *Peter Heywood*. He embraced the first opportunity to leave the company of the mutineers. Contrary to his inclination he had been kept two years among them, there being an understanding that if any one attempted to desert he should be immediately shot, as the desertion of any of the company would expose the rest to detection by giving information which might lead to finding out where they were.

Heywood had not been long at Tahiti, when it was rumored that a sail was in sight in the Bay which made up into the island. Onward came the ship until its pennant streaming in the

wind showed that it was an English ship. It was the Pandora in pursuit of the mutineers of the Bounty. On seeing the ship Heywood procured a boat and put off for it *before it came to anchor in the Bay*. He was taken on board and ordered to be put in irons by Captain Edwards. Two others, Coleman and Stewart, midshipmen of the Bounty, came on board the ship voluntarily. Heywood stated to Captain Edwards that he had no part in the mutiny. He was treated with coldness by the heartless Commander who could not discern in his honest and frank deportment any evidence of his innocence. At the sight of the ship the rest of the men who had been left upon the island were in great consternation. A consciousness of guilt filled them with alarm. Four of them were soon found out and arrested, and put in irons on board the ship. Six of them had sailed away from the island the day before the Pandora arrived, having constructed a small schooner for that purpose. They were immediately pursued and chased by the pinnace and launch of the Pandora, but could not be overtaken as their craft was a swift sailer. The schooner being short of provisions for a voyage, returned to the island. They were again pursued, and the schooner taken, but the mutineers had fled to the mountains for safety. They were however shortly afterwards found, when they surrendered themselves and were brought to the ship as prisoners. Fourteen of them were now secured and put in irons in close confinement. An iron box or cage having a scuttle in the top 18 inches square was placed up-

on the deck of the ship, and the prisoners in their irons put into it. It was called the "Pandora's Box."

On the 8th of May the Pandora sailed from Tahiti for England.

The captain visited many islands, among which were several not at that time designated upon any map or chart; but nothing was learned respecting the pirates or their vessel, except that on one island a sailor picked up a sail yard, which had the name of the Bounty marked upon it. After a fruitless search for three months the Pandora arrived, on the 28th of August, 1791, on the coast of New Holland, and close to that extraordinary reef of coral rocks called the "Barrier Reef," which runs along the greater part of the eastern coast, but at a considerable distance from it. Upon this reef, unhappily, in the course of the night, the vessel struck, and immediately began to let in water; all hands were turned to pumping and bailing; by the greatest efforts the ship was kept from sinking through the night; but early in the morning of the 29th, she went down so suddenly that thirty-five persons were buried with her in the sea. The others "had just time to leap overboard, accompanying it with a dreadful yell. The cries of the men drowning in the water were at first awful in the extreme; but as they sunk and became faint, they died away by degrees."

After daylight appeared, the officers thought nothing more could be done to save the ship: "it then became necessary," says Captain Edwards, in his account of the disaster, "to en-

deavor to provide means for the preservation of the people. Our four boats, which consisted of one launch, one eight oared pinnace, and two six-oared yawls, with careful hands in them, were kept astern of the ship; a small quantity of bread water, and other necessary articles, were put into them; two canoes which we had on board were lashed together and put into the water; rafts were made, and all floating things upon deck were unlashed.

"About half-past six in the morning of the 29th the hold was full, and the water was between decks, and it also washed in at the upper deck ports, and there were strong indications that the ship was on the very point of sinking, and we began to leap overboard and take to the boats, and before every body could get out of her she actually sunk. The boats continued astern of the ship in the direction of the drift of the tide from her, and took up the people that had hold of rafts and other floating things that had been cast loose, for the purpose of supporting them on the water. The double canoe, that was able to support a considerable number of men, broke adrift with only one man, and was bilged upon a reef, and afforded us no assistance when she was so much wanted on this trying and melancholy occasion. Two of the boats were laden with men, and sent to a small sandy island (or key) about four miles from the wreck; and I remained near the ship for some time with the other two boats, and picked up all the people that could be seen, and then followed the first two boats to the key; and having landed the men

and cleared the boats, they were immediately despatched again to look about the wreck and the adjoining reef for any that might be missing, but they returned without having found a single person. On mustering the people that were saved; it appeared that eighty-nine of the ship's company, and ten of the mutineers that had been prisoners on board, answered to their names; but thirty-one of the ship's company, and four mutineers, were lost with the ship.' The melancholy scene described above is partially represented in the engraving on page 51.

But how did any of the mutineers escape being sunk with the ship? Did Capt. Edwards, actuated by feelings of humanity, free them from their irons, and allow them to save themselves if they could? He certainly did not act thus humanely at first; for in the night, three of them were let out of irons and sent to work at the pumps, while two sentinels were placed over the others, although they begged to be permitted to help in saving the ship and their own lives. Whether the captain afterwards took any notice of them appears to be uncertain; and it is not known whether it was by accident or by design that the master-at-arms let the keys of their irons fall through the scuttle, and thus enabled them to commence their own liberation, in which they were assisted by William Moulter, a boatswain's mate, at the hazard of being drowned himself; he pulled the bars through the shackles, saying he would set them free, or go to the bottom with them.

Captain Edwards in his narrative, says very little respecting

his prisoners, from the day in which they were consigned to "Pandora's Box." He seems to have considered it his duty to hold them in the strictest confinement and never allow his feelings to be disturbed by their sufferings. Whatever may have been the necessity or the expediency of keeping them in irons from day to day, without the benefit of fresh air and exercise, there was neither necessity nor common humanity in leaving them in fetters when the ship was every moment liable to sink; when, if any of them might be disposed to escape from justice, it would be next to impossible to do it; and when some of them (among whom was particularly George Stewart) desired to reach home and throw themselves on God and their country as innocent men.

On the sandy key which fortunately presented itself the shipwrecked seamen hauled up the boats, to repair those that were damaged, and to stretch canvass round the gunwales, the better to keep out the sea from breaking into them. The heat of the sun and the reflection from the sand are described as excruciating, and the thirst of the men was rendered intolerable, from their stomachs being filled with salt-water in the length of time they had to swim before being picked up. Dr. Hamilton says, they were greatly disturbed in the night by the irregular behavior of one of the seamen, named Connell, which made them suspect he had got drunk with some wine that had been saved; but it turned out that the excruciating torture he suffered from thirst had induced him to drink salt water; "by

which means he went mad, and died in the sequel of the voyage." It seems, a small keg of water and some biscuits had been thrown into one of the boats, which they found, by calculation, would be sufficient to last sixteen days, on an allowance of two wine glasses of water per day to each man, and a very small quantity of bread, the weight of which was accurately ascertained by a musket-ball and a pair of wooden scales made for each boat.

The crew and the prisoners were now distributed among the four boats. At Bligh's "Mountainous Island" they entered a bay where swarms of natives came down and made signs for their landing; but this they declined to do; on which an arrow was discharged and struck one of the boats; and as the savages were seen to be collecting their bows and arrows, a volley of muskets, a few of which happened to be in the boats, was discharged, which put them to flight. While sailing among the islands and near the shore, they now and then stopped to pick up a few oysters and procure a little fresh water. On the 2d September they passed the north-west point of New Holland, and launched into the great Indian Ocean, having a voyage of about 4 thousand miles still to perform.

It will be recollected that Capt. Bligh's people received warmth and comfort by wringing out their clothes in salt water. The same practice was adopted by the crews of the Pandora's boats; but Dr. Hamilton observes, that "this wetting their bodies with salt water is not advisable, if protracted beyond three or four

days, as after that time the great absorption from the skin that takes place taints the fluids with the bitter parts of the salt water, so that the saliva becomes intolerable in the mouth." Their mouths, indeed, he says, became so parched, that few attempted to eat the slender allowance of bread. He also remarks, that as the sufferings of the people continued, their temper became cross and savage. *In the Captain's boat, it is stated, one of the mutineers took to praying; but that "the Captain, suspecting the purity of his doctrines, and unwilling that he should have a monopoly of the business, gave prayers himself."*

On the 13th they saw the island of Timor, and the next morning landed and got some water and a few small fish from the natives; and on the night of the 15th anchored opposite the fort of Coupang. Nothing could exceed the kindness and hospitality of the governor and other Dutch officers of this settlement, in affording every possible assistance and relief to their distressed condition. At length they obtained means of returning to England, where Captain Edwards arrived with his ten prisoners on the 19th of June, 1792.

TRIAL OF THE PRISONERS.

A court-martial to try them was immediately ordered, and assembled for that purpose on board his Majesty's ship Duke, on the 12th September, and continued its sittings until the 18th of the same month, Vice Admiral Lord Hood being the president of the court. The evidence presented to the court consisted of the narrative furnished by L'tenant Bligh, and the testimony

of several of the men who were put with him into the launch, and that of Captain Edwards. Four of the prisoners were acquitted as not guilty, as there was no evidence that they participated in the mutiny, and especially as they were mentioned in Bligh's narrative as having been detained on board the *Bounty* against their will. The other six were condemned, and sentenced to suffer death by being hanged by the neck on board some ship of war; two of them, however, James Morrison and Peter Heywood, were earnestly recommended to his majesty's mercy. On the 24th of October the king's warrant was issued, granting a full pardon to Morrison and Heywood, and a respite to William Muspratt, who was afterwards also pardoned, but ordering the execution of the other three, which took place on the 29th of the month, on board his majesty's ship *Brunswick* in Portsmouth harbor.

In the course of the trial the case of *Peter Heywood* excited unusual sympathy. All the witnesses except two, testified in favor of Heywood, giving him an excellent character.

The principal witnesses against him were Thomas Hayward and John Hallet, who were midshipmen in the *Bounty* and having returned with Bligh, had been promoted, and at the time of the trial held each the rank of lieutenant. It is also worthy of notice, that a manuscript journal kept by Morrison on board the *Bounty* was some how preserved by him through his stay with Christian and at Tahiti, and even through the wreck of the *Pandora*, and found among the papers left by Peter Hey-

wood. This journal agrees with other documents in respect of dates, and is of undoubted genuineness, and there is no ground to question its authenticity.

Morrison, it may be here remarked, was a person of talent and education above the situation he held in the *Bounty*, that of boatswain's mate; he had previously served in the navy as midshipman, and after his pardon above mentioned, he was appointed gunner of the *Blenheim*, in which he perished with Sir Thomas Trowbridge, the vessel being lost in a storm in 1807.

Now it appears, from this journal, as before quoted, that Hayward and Hallet were the mates of the third watch, on the fatal morning of the mutiny, and were asleep when they should have been at the post of duty, and that it was this very circumstance which suggested to Christian the first idea of seizing the ship, and also at the same time furnished him with an opportunity to do it. Had these been known to Lt. Bligh, and his mind not been misled under the false imagination of a preconcerted conspiracy, these two midshipmen, on reaching England, would have probably been dismissed from the service instead of being promoted. Had Hayward and Hallet known that the tumult which burst upon them when they were scarcely awake from sleep, was not the result of a premeditated plan, it is probable that they would not have been so ready as they were to consider Heywood implicated in the mutiny; they do not appear to have shown any more forwardness at the time to help the commander than Heywood did:

they were young, Hallet being only about fifteen years of age, and were both alarmed, as was testified in court. It is not surprising that they were thrown into a confusion of mind which hindered their acting as they otherwise would, and also hindered their remembering perfectly what transpired. But, after all, there was nothing in the testimony given respecting Heywood, that could have led to his condemnation, had Lieutenant Bligh's narrative only contained a statement that he was detained in the *Bounty* by force, as it did respecting some others. It has been ascertained, that in this narrative presented to the court there is an omission of several passages which are contained in his original manuscript journal. One of these passages is the following: "as for the officers whose cabins were in the cockpit, there was no relief for them; they endeavored to come to my assistance, but were not allowed to put their heads above the hatchway;" this passage was applicable to Peter Heywood and George Stewart only, who were in fact kept below by order of the mutineer, Churchill, he knowing that they were intending to go into the boat. Heywood feared very much to go into the boat, as it seemed to him inevitable death; but on being reminded by Stewart (as he always thought, although Hayward said in court that it was himself who reminded him) that he would be deemed guilty if he remained in the ship, went immediately below intending to get some things and go into the boat. One of the witnesses testified in court that he saw Heywood go below, and supposed it

was his intention to follow the party in the boat, and that after this, when Heywood and Stewart were below, he heard Churchill cry out, "Keep them below." Such being the circumstances, no one can help feeling that Lieutenant Bligh acted with great unfairness in suppressing the passage above cited. There can scarcely be a doubt that it was originally written under a correct impression made upon his mind by his own observation; to suppose he suppressed it by deliberate malice is too serious a charge; he did it, probably, because his original impressions were subsequently altered by conversations with Hallet and Hayward; but by so doing he unjustly inflicted a stigma upon Stewart, who perished in the melancholy wreck of the *Pandora*, and occasioned the condemnation of Heywood; the innocence of both of whom is confirmed by the fact, that they hastened voluntarily on board the *Pandora*, as soon as she arrived at Tahiti.

Correspondence between Peter Heywood and his mother and sister.

After the wreck of the *Pandora* ten of the prisoners were brought home in irons, for trial. In this condition young Heywood continued to communicate with his mother by letter. He secretly procured the means of writing and without the cognizance of his tyrannical commander, forwarded to his distressed mother the following admirable letter. It is an "artless and pathetic tale" and removes all doubt as to the character and conduct of its author:

[To be Continued.]

Annual Report of the Society for promoting the Gospel among Seamen in New York.

We have just received the Thirty-eight Annual Report of the above named Society, containing the first and very interesting report of Rev. C. J. Jones, Pastor of the Mariners Church corner of Catherine and Maddison streets; and also the Report of the Rev. Ola Helland, Norwegian Chaplain in New York, sustained by the American and Port Societies conjointly.

EXTRACTS FROM REPORT OF REV. C. J. JONES.

I cannot refrain from mentioning that we have in our church an organized band of men, young and old, who voluntarily engage in the distribution of tracts; and who, on Sabbath, before each service, go out into the highways and by ways, the streets and lanes, and wharves of the city, in the spirit of primitive Evangelism, and compel men by kindness and soft persuasion to come into the house of God that it may be filled. Nor have the benefits conferred been entirely of a spiritual nature. The wants of the body have, in many instances, been attended to and supplied. The board of some who were distressed, and the rent of others, have been paid; some supplied with food and some with clothing. The ladies of the Sewing Circle have not plied the needle in vain, as the happy faces and clean clothing of many little ones in the Sabbath School will abundantly testify. More than seventy dollars have been disbursed among the poor through my hands alone. The fund with which these demands were met, was the result of a festival held in the Church during the winter, and of the collections taken up on the afternoons of the Communion Sabbaths."

"During the period embraced in this report, (which includes the two preceding reports,) there have been noted down as anxiously enquiring the way of life, one hundred and fifty persons; and as hopefully converted

to Christ one hundred and eleven. Of these anxious ones I have not found more than fifteen who have lost ought of their seriousness, or anxiety; and of the one hundred and eleven, whom we have reason to hope have passed from death unto life, eight have since given indications of a want of thoroughness in the work. In other words that they were mistaken in their hopes. Of two others I have at present some doubts, leaving but one hundred and one hopeful conversions. Of that number six have died in the Lord.

"Those who remain are for the most part on the sea. Some in California, some in China, some in the Mediterranean, and others at extreme points of the earth's surface wielding their influence for Christ."

"The grounds of encouragement for the future are:

"I. The large amount of labor referred to above, have been performed among comparatively, young men, whose energies may yet be sanctified to the service of the Master.

"Of the thirteen hundred and fifty visitors whose names are recorded in my register, the average age was found to be twenty-six years each. Having the vigor of youth on their side, we may hope, that if the Lord shall see fit to bless our labors among them, they will yet make the world feel the weight of their influence. Through them we may be communicating spiritual instruction, at the same moment, at separate points of the globe.

"II. Another source of encouragement is found in the fact that of the thirteen hundred and fifty—as the statistics of this Report show—three hundred and one were professing Christians. In other words, a little less than one-fourth of the whole number gave pleasing evidence of the possession of a 'good hope through grace.' And five hundred and thirty-one, or nearly one-half were pledged temperance men. This most certainly indicates a gain on the efforts of former years, and ought to act upon us as an incentive to continued, faithful and persevering effort in time to come. The proportions here exhibited in favor of

temperance and Christianity are not to be considered as applying to the whole mass of seamen; but to those only by whom the visits were made—who may naturally be considered the more steady and careful of their class.

"III. There is another view of the subject, which has a mournful aspect, but which may, nevertheless, be the means of stimulating us to increased effort, and that is the fact, that but a brief period remains in which they will be permitted to live and receive instruction.

"The record shows that the average of *sea life*, in the case of those who have visited the Pastors Study, is only ten years each. But from statistics previously published it was shown that the average of a sailor's life, after he begins to go to sea, is only *eleven years*—and that for every sixteen that die on shore from the ordinary causes of mortality, eleven more die at sea from exposure, casualty and accident.

"If this be true—and I have seen no contradiction of the figures nor reason to doubt them—then there remains but one year, on an average to each of that thirteen hundred and fifty to live.

In one short year they will, in all probability, be hurried into eternity, and be placed at the bar of a *just* as well a merciful God."

EXTRACTS FROM THE REV. OLA
HELLANDS REPORT.

"Of the persons spoken of above, two or three require special mention, inasmuch as the goodness of God in restoring them from intemperance and shame, is clearly manifested. One of these, Mr. A. came to my office on the fourth of February last, in a state of intoxication, having as he said, left his family and his home for the last time, and with the intention of committing suicide; giving as his reason for so strange a course, that he had been imprisoned and degraded through intemperance, and now cared for nothing, I offered to interpose, stating to him that my home, if it was good enough was at his disposal and that he need go no further, but might stay there and re-

cruit and reflect. He accepted my offer. The words of sympathy fell upon his heart like oil upon the troubled waters. He remained with me several days, signed the temperance pledge, and a reconciliation having been effected, through my mediation, he returned to his family, subsequently gave his heart to God, found peace in believing, and a few days ago became a member of the Mariner's Church. He now lives a consistent Christian life.

Mrs. B—— presents another interesting case: She came to the Lecture-room of the Mariner's Church on Tuesday, April 15, under the influence of strong drink, having a babe in her arms. She began to talk in a very loud tone of voice, and though repeatedly told, in a kind yet decided voice, that she must cease, she continued to disturb the meeting. I led her out of the Lecture-room into my office, induced her to sign the pledge, provided some food for herself and child. The next day she told me some of her history. I called upon her husband, from whom she had been separated seven months. He said he would have nothing to do with her; that rum would be her ruin. I told him that I had determined, nevertheless, to make an effort to save her and give her a chance for reform. I procured a boarding house for her. Some of the members of the Church gave me money to pay her board for one week. She then assumed the responsibility herself. She is now at home surrounded by her family, at peace with God and with her husband. On the first Sabbath in June she united with the Church and had her children baptized.

A seaman who was confined sick in the Seamen's Retreat was visited several times. At first he was quite careless; after a little season listened attentively to the Gospel message; then found peace in believing in Christ. Before he died he expressed a desire that I should write to his father and brother in Norway, entreating them to be reconciled to God. He entered his rest on the 7th day of April, leaving behind him the evidence of his acceptance with God.

The meetings in the Norwegian language have been continued every Monday evening. The attendance ranges from twelve to thirty persons. The number present is generally proportioned to the individual Missionary effort made to induce them to come.

A few weeks since I succeeded in establishing a Prayer meeting for colored seamen, at the Sailors' Home in Vandewater street. Through the Tract Society and the American Seamen's Friend Society, I was enabled, also, to place at their disposal for the use of the house a library of about fifty volumes.

The summing up of my labors suggests the debt of gratitude I owe to Him who has been pleased to accompany my feeble efforts with His own blessing. I am encouraged to go on with energy and zeal, looking to the Lord Jesus Christ for his continued presence, and for a supply of that wisdom which is profitable to direct.

I have received much assistance in my labor from some of the young men of the Church, who, during the past month, have gone from house to house and induced about one hundred and fifty seamen to attend the Church, in addition to those referred to above.

May God continue to smile on our efforts, and bless our labors, is the fervent prayer of one who desires only to labor and look for the conversion of the "abundance of the sea."

Very respectfully,

OLA HELLAND.

Danish Missionary of Mariners' Church.

Anxieties of a Sailors's Life.

A few days ago a man was speaking to me of the emotions with which he bid adieu to his family on his last voyage. The ship in which he was to sail was at Edgertown, on Martha's Vineyard. The packet was at the wharf which was to convey him from Nantucket to the ship. He went down in the morning and saw all his private sea-stores packed away in the sloop and then returned home, to take leave of his wife and children. His

wife was sitting at the fireside, struggling in vain to restrain her tears. She had an infant a few months old in her arms and with her foot was rocking the cradle, in which lay another daughter about three years of age, with her cheeks flushed with a burning fever. No pen can describe the anguish of such a parting. It is almost like the bitterness of death. The departing father imprinted a kiss upon the cheek of his child. Four years will pass away ere he will again take that child in his arms. Leaving his wife sobbing in anguish, he closes the door of his house behind him. Four years must elaps ere he can cross that threshold again.

A lady said to me a few evenings ago "I have been married eleven years, and counting all the days my husband has been at home since our marriage, it amounts to but three hundred and sixty days. He is now absent, having been gone fifteen months; and two years and two months must undoubtedly elapse before I can see his face again; and when he does return, it will merely be a visit to his family for a few months only, when he will again bid them adieu for another four years' absence."

I asked a lady the other day, how many letters she wrote to her husband during his last voyage. "One hundred," was the answer. "And how many did he receive?" "Six." The inevitable rule is to write by every ship that leaves this port or New Bedford, or any other port that may be heard of for the Pacific Ocean. And yet the chances are very small that any two ships will meet on this boundless expanse. It sometimes happens that a ship returns, when those on board have not heard one word from their families during the whole period of their absence. Imagine then the feelings of a husband and father who returns to the harbor of Nantucket after a separation of forty-eight months, during which time he has heard no tidings from home. He sees the boats push off from the wharves which are to bring him the tidings of weal or woe. Pale and trembling he paces the deck with emotions he in vain endeavours to

conceal. A friend in the boat greets him with a smile, and says, "Captain, your family are all well." Or perhaps he says, "Captain, I have heavy news for you; your wife died two years and a-half ago."

A young man left this island last summer, leaving in his quiet home, a young and beautiful wife and young child. The wife and child are now in the grave. But the husband knows not, and probably will not know of it for some months to come. He perhaps falls asleep every night thinking of the loved ones at home left at his fireside, little thinking they are both cold in death.

On a bright summer's afternoon the telegraph announces that a Cape Horn ship has appeared in the horizon and immediately the stars and stripes of our national banner are unfurled from our flag-staff, sending a wave of emotion through the town. Many families are hoping it is the ship in which their friends are to return, and all are hoping for tidings from the absent. Soon the name of the ship is announced and then there is an eager contention with the boys to be the bearer of the joyful tidings to the wife of the captain; for which service a silver dollar is the established and invariable fee.

Who can describe the feelings which must agitate the bosom of a wife? Perhaps she has heard no tidings of the ship for more than a year. Trembling with excitement she dresses herself to meet her husband. "Is he alive?" she says to herself, "or am I a widow, and my poor children fatherless?" She walks about the room unable to control herself sufficiently to sit down; eagerly is she looking out of the window and down the street. She sees a man with a hurried step turn the corner, with a little boy holding his hand. Yes it is he. And her little son has gone down to the boat and found his father. Or perhaps instead of this she sees two of her neighbors returning slowly and sadly, and directing their steps to her door. It is the knell of her husband's death, and she falls senseless to the floor as they tell her that her husband

has long since been entombed in the fathomless ocean.

This is not fiction. These are not extreme cases which the imagination creates. They are facts of continual occurrence; facts that awaken emotions to which no pen can do justice.

A few weeks ago a ship returned to this island, bringing the news of another ship that was nearly filled with oil, that all were well, and that she might be expected in a neighboring port in such a month. The wife of the Captain resided in Nantucket, and early in the month, with a heart throbbing with affection and hope, she went to greet her husband on his return. At length the ship appeared, dropped her anchor in the harbor, and the friends of the lady went to escort the husband to the wife from whom he had been so long separated. Soon they sadly returned with the tidings that her husband had been seized with the coast fever, upon the island of Madagascar, when about a week out on his return home, he died and was committed to his ocean burial. A few days after I called upon the weeping widow and little daughter, in their home of bereavement.

(Nantucket Paper.)

Poor Jack, the Sailor.

Havre, June 30, 1856.

For want of time, I can furnish nothing for the Magazine this month, save the following, which I clip from the British Messenger, and which I think will be read with interest by your 8,000 readers—Who can read it and then deny a special providence?

E. N. SAWTELL.

A little boy in a seaport town, some years since, had a most passionate and reprobate father, who was a sailor. One evening the lad was sent to the pier to call his father, and finding him in a state of intoxication, some conversation ensued. The father, enraged at a remark from the boy, raised his foot, and kicked him from the edge of the pier, on which he was standing, into the sea. In a storm of passion the father reeled to

the public-house. The night was approaching fast, the poor child was struggling with the waves, and nearly sinking, when a sloop-of-war's boat going off to the ship espied him, and providentially saved him from a watery grave. The ship was under sailing orders, and weighed that night. Every attention was paid by the seamen to the lad, and next day, on hearing his simple but affecting tale, they gave him the name of "Poor Jack."

The ship was going on a foreign station. Jack messed in the starboard bay, and soon became a very active, useful boy. His natural good temper and smartness in duty procured him many friends, and in a few years Jack was a great favourite with all on board. Happily, in this ship God had not left Himself without a witness; one or two men were not ashamed to read their Bibles, and publicly owned their attachment to a crucified Saviour. Poor Jack was kindly noticed by them, and mercifully awakened by Divine grace.

Several men had died, and fresh drafts had been received on board. Jack's history was now almost forgotten. An action was fought, and several men were killed and wounded.

The latter, after being properly arranged in the sick bay, were often humanely visited by Jack. An old sailor in particular, who was badly wounded, and not expected to live, received much christian care from him. Every day increased his pain and his danger. On finding the current of life fast ebbing away, he became deeply concerned for his precious and immortal soul, and was often found bathed in tears on account of his sins. On these occasions Jack failed not to read the Sacred Scriptures, and point out such portions as were most applicable to a sinner convinced of his guilt and danger, and anxious to flee from the wrath to come. The poor old sailor at length perceived a ray of hope, and was at length encouraged to take refuge in Him who died for the chief of sinners. A cloud of horror, nevertheless, so overwhelmed him that he could not firmly lay hold of the hope set before him, though he dared not altogether reject it. A few

days before he died, Jack was standing by his hammock, when a sudden gush of tears, and a death-like howl, burst from the old man, and he faintly uttered, "O, I cannot be pardoned! No, no! I am—young man—I am a murderer! O, my child, my child! my dear boy, my dear boy! There! see how he struggles with the waves! hark! he cries for help! yes, I heard him say, 'Father, save me!'—O save him! Do, good people, save him! Throw a rope over; launch the boat out! Will no one save him? Ah! he sinks, and his father is his murderer! Yes, reproach me, Mary! Shriek again, again, as mild as before, and cry, 'Give me my child! where is my boy?' Poor Mary, thou art cold in death! I can't get drunk now, and forget thy sorrows. I am wounded! I am dying! Vengeance has overtaken me! O, the terrors of a guilty conscience!"

Overwhelmed with pity, love, joy and wonder, Poor Jack, in an agony of tears, fell on the neck of the old sailor, crying, "My father, my father, my father! behold your son, your boy! I did not perish; the ship's boat saved me. O there is mercy for you, my father, my father!"

"What!" cried the trembling and astonished old man, "are you my boy, the lad I dashed from the pier?"

"Yes, my father, believe me, I am, I am. Ever since you have been wounded, I have felt the most unaccountable attraction towards you; day by day my bowels have yearned over you. I love you more than any man I ever saw. I counted myself most happy to read and pray with you. I often wondered at my feelings; the mystery is now explained. I have been attending my father: I have been comforting my father!"

"My child; yes, thou art my child? I see the features of my dear Mary!" A mournful flood of tears prevented either speaking for some minutes. At length the youth exclaimed, "Merciful God, how wondrous are Thy ways! O save, save, I beseech thee, a father whom thou hast graciously spared, and with whom thou hast so unexpectedly brought me acquainted."

Jack paused; the father rejoiced;

joy and gratitude beamed in his countenance. Heaven smiled on the dying man; and a still small voice communicated to his soul a peace which passeth all understanding. Poor Jack's father lived several days after this, and died rejoicing in God the Saviour of his soul. A year or two passed over, and the war ended. The ship was paid off, and Jack, being cast on shore, employed his time and talents in urging sinners to flee for refuge to Jesus Christ.

From the British Quarterly Review.

Curiosities of Thunder-Storms.

Who has not watched the approach of a thunder-storm? Far away in the sky a dense cloud appears, small in bulk when it first lifts its head above the horizon, but rapidly expanding like the genious in Arabian story, as it seems to climb the heavens. The lower surface is dark in hue, but level in outline; whilst above it swells out into arched masses which sometimes assume the aspect of dome-shaped mountains whitened with snow. This is the giant of the storm. His advent seems to be the signal for the appearance of numerous jagged and shapeless cloudlets, which come trooping from their hiding-places, and move to and fro in confusion, as if angry at the presence of the phantom, yet constrained to answer its summons, and attend it on its mission of destruction. Those vapory myrmidons generally recede from each other as if repelled; but at length, yealding to the attraction of the master mass, they hasten towards it, and are soon absorbed in its huge bulk. Sometimes, however, these ministering clouds are not called in and united with the phantom of the storm, but may be seen travelling beneath it with a hurried and bewildered motion, as if bent on some terrible errand they would gladly eschew. When the giant has thus mustered his forces, and spread his vast form over many a rood of sky, he prepares to launch his darts upon the expectant earth. The lower surface of the shape, which has now become ragged and

irregular, flings out long limbs of vapor towards the ground, or seems to sink down bodily, darkening as it descends, until its feet almost touch the soil. Meanwhile, the atmosphere is sultry and stagnant. The head aches, and the frame is enfeebled by a nameless langour. The very brutes become living electrometers, and feel that some elemental convulsion is impending. Even the

— 'Tempest loving raven scarce
Dares wing the dubious dusk. In rueful gaze
The cattle stand, and on the scowling heavens
Cast a deploring eye, by man forsook,
Who to the crowded cottage hies him fast,
Or seeks the shelter of the downward cave,'

Gloomier and gloomier grows the scene. At length the big drops begin to descend. The wind comes and goes in feverish gusts, or fetches those huge melancholy sighs which seem to bewail the approaching strife. Suddenly the cloud is rifted, and a red bolt is hurled from the giant's arm, shattering some tall spire, splintering some stubborn tree, or piercing some proud man. and in a moment reducing him to a mere cindery corpse. Then the lips of the phantom part in thunder, and the firmanent rings with the wild laughter of the spirit of the tempest, as if in mockery of the mischief he had done.

In order, then, to prepare a thunder-storm, the first requisite is a mass of vapor in a state of electrical excitement. There have been occasions on which peals are said to have proceeded from a cloudless sky. Seneca asserts it. We object to Seneca. Anaximander insinuates as much. We object also to Anaximander. Suetonius speaks to a clap from a serene atmosphere in the time of Titus. We object to Suetonius as well. Volney is further quoted, but, unfortunately, in the case he attests, the sky was covered with enormous clouds in a little more than an hour after the peals had been heard, and hailstones as large as a man's fist were copiously precipitated. Without, therefore, resorting to the supposition that the classic explosions in question might possibly be due to aerolites, or to subterian noises (such, for example, as those which used to terrify the inhabitants of Santa Fe de Bogota), or to other agencies not

duly understood, it is more natural to ascribe them to distant clouds which had escaped the scrutiny of the observers.

But will this single cloud suffice, or must there be two, if not more to breed a genuine electrical tempest? Some have insisted that a couple at least were essential. One cloud could not produce a storm any more than one swallow could make a summer. Descartes, indeed, supposed that thunder was occasioned by one set of clouds striking hard blows upon another, so that two strata were necessary to make the sky bellow with their beatings. Franklin maintained, that when a solitary mass appears to be concerned, the spectator, if obliquely placed, so as to rake the scene with his glance, would discover a succession of smaller masses interposed, like stepping-stones for the lightning between the lower part of the storm-cloud and the surface of the earth. Saussure drew the same conclusion for he remarked that during his stay on the Col du Geant no thunder ever sprang from a solitary clump of vapor; but if two layers of clouds existed, or if the vapors from the plains, collecting into clouds, rose up to attack those which clung to the summits of the mountains then a fight came off, accompanied by gusts of wind, hail and rain, with other fierce meteorological manifestations.

But though an electrical tourney requires at least two combatants, as much as a mortal duel below, it will be readily conceived that the battle may lie between a cloud and the earth. Some philosophers have asserted that lightnings are almost invariably elaborated in the ground, and that they have actually seen them rise into the air like rockets. But without acceding to this conclusion, it must be admitted that the discharge frequently occurs between the heavens and the earth, and for the purpose of such a fray there seems to be no reason why a solitary collection of vapor should not suffice. Even very small clouds appear to have inflicted serious injuries, if these again are not to be referred to aerolitic descents. An Academician, of the name of Mar-

colle, describes a case where a mere cloudlet, 'about a foot and a half in diameter,' murdered a poor woman by dropping a thunderbolt on her head. On the strength of this, and certain other instances of a more mitigated character, Arago (unconscious of the verbal infelicity into which he falls) expresses a hope that "small clouds may be definitively reinstated in their rights."—as if the power of slaughtering a female occasionally were a privilege of which it would be unjust that they should be dispossessed. There is nothing surprising, however, in the supposition that a small body of vapor should issue lightning of murderous potency, since it is shown by Faraday that the electric fluid contained in a single flash might perhaps be supplied by the decomposition of one grain of water alone.

A storm-cloud, then, being formed in the atmosphere, let us see what will be its action on the earth. In the Leyden phial, when the internal coating of tinfoil receives a charge, say of positive electricity, it operates through the glass inductively, and attracts an equal quantity of negative electricity to the external lining of the jar. But as glass is a non-conductor the two fluids—assuming the quality of this mysterious agent for the time—however anxious to amalgamate, can take no steps to that end unless some pathway is provided, or unless they can succeed in rupturing the vitreous barrier which lies between. Should either result accrue, a vivid spark is seen, a small quantity of artificial thunder is heard, and the electric equilibrium is straightway restored. So when the knuckle is brought into the neighborhood of the prime conductor of a machine, electricity of a contrary sign to that which is engendered by the apparatus is accumulated in the joint, and when the fluids are able to break through the intervening stratum of air they do so with a mock flash and explosion.

Suppose, then, that a lamp hanging from the ceiling of an apartment represents a storm-cloud, and the table beneath the surface of the earth. If this lamp (which of course is pre-

sumed to be insulated) should be charged with positive electricity, it will act inductively through the air, and compel a counter collection of negative electricity in the piece of furniture below. These two convocations of fluid would gladly effect a union but should the distance be too great to permit them to force a path through the intermediate space no discharge can ensue. If, however, the lamp be lowered, or some object set upon the table, so as to lessen the interval, the electricities will overcome the resistance of the intervening particles of air, and rush together with a spark and a detonation. The lamp may then be said to thunder and lighten.

In other words, a cloud of many thousand acres in extent, impregnated with positive electricity, will produce by inductions, whilst hovering over a spot, an opposite accumulation of negative electricity in the ground beneath; the particles of the interposed stratum of air are assumed to be thrown into a peculiar polarized state, which they will be compelled to maintain until the neutrality of the terminal plains (the cloud and the underlying earth) can be restored; and then, when the disturbed fluids have acquired sufficient intensity, or are brought into sufficient proximity to effect what is called a "disruptive discharge," the electric equilibrium will forthwith be established amidst a blaze of light and a hideous crash of thunder. It is obvious that the same results may arise in the case of two clouds. These, floating at different altitudes, and forming, with the included layer of air a kind of atmospheric sandwich (if we may so speak), will constitute an electric arrangement capable of producing a storm.

The Fatal Decision.

Few persons, during the past two years, have labored more zealously for the cause of Prohibition in the State of New York, than the late Benjamin F. Harwood, Esq., the beloved and honored Clerk of the Court of Appeals. Nor did he hesitate to declare that the Prohibitory Law was his only hope of escape from that fatal appetite which has strewn his noble profession with so many splendid

wrecks. When the time came for the assembling of that imposing tribunal, of which he was the highest officer, and whose decree was final, Mr. Harwood visited Judge Comstock and besought him and his colleagues on the Bench, to sustain the law. What an awful pathos is there in his words, and who believes that that magistrate can ever forget them:

"Judge Comstock, you know that I am addicted to drinking; but you do not know—no living person knows, how I have struggled to break off this habit. Sometimes I have succeeded for awhile, and then these accursed liquor bars, like so many man traps, have effected my fall. For this reason I have labored for the Prohibitory Law at every stage. Great numbers of our Supreme Court Judges, and others of our most learned and able jurists, have endorsed its constitutionality. For myself, I have no more doubt of its constitutionality than I have that I am now alive. So great and beneficent a measure should not be balked upon the mere technicalities of our profession. My last hope, Judge Comstock, is with you. Sustain the law for which I have labored, and my energy will be redoubled. Close the liquor bars, even the respectable liquor bars, and I shall be saved. *Your decision is with me a matter of life and death!*" On the morning of Tuesday, the 25th of March, amidst the most painful suspense, the eight Judges of the Court of Appeals took their seats on the Bench. The vote of five of their number was handed to the Clerk to be entered: *We declare the Law to be void.* Mr. Harwood felt as a man feels who has to write out his own death warrant. Then all hope of a noble heart, and all the strength of a vigorous mind, gave way to final flat despair. At eight o'clock on Sabbath morning, the Liquor Traffic had achieved one of its most signal victories, and the city was startled at this swift and awful commentary upon the Decision of Tuesday. HARWOOD WAS DEAD. It was the one topic of conversation in this community, all day Sunday and Monday—"DEATH BY THE TRAFFIC, IN THE COURT OF APPEALS!"—*Prohibitionist.*

NAVAL JOURNAL.

DEATHS OF SEAMEN.

[List of deaths in the Seaman's Retreat from October 13, 1855, to July 29 1856, for the Sailor's Magazine :—

<i>Names.</i>	<i>Age.</i>	<i>Birth Place.</i>	<i>Date.</i>
Oscar Clark, (cold.)	21	New Jersey,	Oct. 13, 1855
John Blazes, (cold.)	20	St. Domingo,	" 17, "
Austin Cutan	18	Portugal,	" 16, "
Owen Anderson,	37	Ireland,	" 20, "
Fred. Linsteum,	27	Germany,	" 21, "
John Rolland,	52	England,	" 27, "
Wm. Apsby,	17	Ireland,	Nov. 1, "
Francisco Leps,	22	Manilla,	" 5, "
Peter Petmin,	28	Norway,	" 5, "
Robert Tacklin,	23	Bermuda,	" 6, "
Walter H. Drisco,	26	Maine,	" 10, "
Thos. Shapton,	46	England,	" 12, "
Michael Pierce,	37	Ireland,	" 13, "
Edward Golden, (crazy)	60	England,	" 17, "
Wm. Smith,	32	England,	" 18, "
George Mores,	41	pensylvania,	Dec. 18, "
John Breck,	40	New York,	Jan. 6, 1856
Thomas Nelson,	22	Ireland,	" 20, "
John Gordon,	23	Ireland,	" 22, "
Peter McGee,	34	Ireland,	" 24, "
John Mathewson,	33	Germany,	" 27, "
Wm. Mellen,	55	Mass.,	" 27, "
Thos. Kenworthy,	44	New York,	" 30, "
Geo. Johnson,	30	Maine,	" 30, "
Wm. Foster,	27	Ireland,	Feb. 2, "
James Bryan,	40	Ireland,	" 2, "
John Fisher,	39	Penn.	" 15, "
John Rogers, (col.)	30	Calcutta,	" 20, "
Wm. Harding,	23	Penn.,	" 23, "
Joshua Jackson, (col.)	53	New York,	" 23, "
Sam. G. Boston, (col.)	23	Penn.,	March, 5, "
George Price, (col.)	22	West Indies,	" 18, "
Henry Reed, (col.)	41	Mass.,	" 21, "

John Hart,	28	England,	"	22,	"
Daniel How,	28	Ireland,	"	26,	"
James Trumbull,	37	South Carolina,	April 5,	"	"
Joseph Mills,	15	Scotland,	"	6,	"
John Ogden,	35	Portugal,	"	10,	"
A. F. Cohl,	20	Sweden,	"	12,	"
John Rositte,	24	Manilla,	"	12,	"
John Ashley,	34	England,	"	15,	"
Bernard McCluskey,	40	Ireland,	"	15,	"
John Thompson,	22	New York,	"	18,	"
John Stevens, (col.)	35	N. Brunswick,	"	18,	"
Robert Curr,	34	Germany,	"	20,	"
John Broughten,	18	England,	"	24,	"
Charles C. Isreal,	34	Mass.,	May 1,	"	"
Benjamin Scarson,	19	Germany,	"	7,	"
James Chambers, (col.)	18	New York,	"	14,	"
S. Sherwood,	40	Ireland,	"	18,	"
John T. Hecker,	33	Holland,	"	21,	"
Henry M. Crow,	18	New York,	"	22,	"
Dan. Williams,	22	New York,	June 2,	"	"
August Starke,	19	Germany,	"	29,	"
Antonio Lewis,	23	West Indies,	July 5,	"	"
Thomas Smith, (col.)	27	Manilla,	"	15,	"
Marian Renearden, (col.)	40	Manilla,	"	18,	"
Wm. Moore,	19	Rhode Island,	"	18,	"
Wm. Wood, (col.)	49	Md.,	"	23,	"
Michael Munster,	23	Ireland,	"	29,	"

The Editor of the Sailor's Magazine by publishing the above will oblige,
&c., &c.

JOHN J. MATHIAS.

Chaplain to the Seaman's Retreat

Seaman's Retreat, Staten Island,
July 29, 1856.

Distribution of the Bible.

AMONG SEAMEN IN THE PORT OF PHILADELPHIA.

To the Distributing Committee of the Philadelphia Bible Society:—

I have distributed during the past year 2061 Bibles and 7015 Testaments.

In the prosecution of my work, I have met with men of all nations, and of a great variety of tempers and dispositions. I think that the imminent perils to which seamen are so often exposed, and the hair-breadth escapes which they so frequently meet with, tend to harden their hearts and make them callous and indifferent as to the reception of Divine truth, and especially unwilling to receive the humbling, yet soul-saving doctrines of the cross.

A mate told me that he was one of twenty who, at a Southern port, were taken sick with the yellow fever; and that he was the only one who recovered. He also said that he had had two very narrow escapes from shipwreck. These dispensations, however, instead of softening, had hardened his heart. He acknowledged that the advice which I gave him was good; but would not even promise to try to profit by it.

The following answer which a sailor gave me illustrates the same truth. After pleading with him for some time to give up his sinful carelessness and indifference to his soul's salvation, I asked him if he would sit easy and unconcerned if he knew that there was a mine of gunpowder under him which might explode in a few seconds, and send him in-

to eternity in a moment, or might not explode for days, months, or years? His reply was, "I suppose that I should feel a little uneasy at first; but I should soon get used to it."

But as the precious truths contained in the Bible, when accompanied by the irresistible influence of the Holy Spirit, are able to subdue and sanctify the most hardened, and rebellious, and corrupt heart, it surely is our privilege, as well as duty, to supply them with the book of books, leaving the result with Him who doeth all things well. Towards the close of a day in which I had met with much indifference, and even insult, from those with whom I endeavored to hold religious conversation, I was much refreshed by meeting with the steward of a schooner, who had been converted about two months previously. It was on a sick bed that he had been brought under deep conviction of sin, and had found peace in believing. He says, "I spent all my time in praying to the Lord, and crying for mercy; but it was all dark very dark. I felt that my prayers were not answered, but I kept on praying; and finally God removed my burden; then my heart was filled with love and praise." In answer to my inquiry, if he had any set time for prayers, he said, "Three times a day, and try to keep my heart fixed on my Saviour all the time. As I have no other place, I draw to the door of my galley and use it for my private closet." I asked him if he trusted to his prayers or anything else that he had done to merit God's favor? His answer was, "My prayers are nothing; I am nothing; but Christ is all."

I met a captain in the street, who said, "You are the man whom I have been wanting to see for some time. When you last saw me, you said that you were afraid that I was a Deist, and that that belief would not carry me safe through, because there was only one name given under heaven amongst men by which I could be saved. You advised me to believe on the Lord Jesus Christ, I now trust that I have given up my heart to God. Jesus is

now very precious to me. I love to attend the Society meeting where the praises of the Triune God are sung, and His holy name worshipped. I have daily family worship on board of my vessel, and hope that I may yet be permitted to point my crew and others unto my Saviour."

I once found five or six young men in the cabin of a schooner, and spent an hour in talking to them about the one thing needful. The mate insisted that he was good enough, and was not such a sinner in the sight of God as I made him out to be. When I endeavored to unfold the exact requirements of God's holy law, as extending to the thoughts and motives as well as words and actions, and consequently their need of a better righteousness than any that they had ever yet rendered, the mate and one of the men became indignant, and left the cabin in a rage, saying that they would not stop to hear such stuff. As the rest appeared to listen attentively, I spent half an hour with them in explaining and illustrating the plan of salvation, as revealed in the Bible, and enforced the necessity and the benefit of their immediate acceptance of it. About three months afterwards the captain of the schooner stopped me on the wharf to tell me that the remarks which I made at that time on board of his vessel had been owned and blessed of God in the conversion of his son, who was one of those who had remained in the cabin after the rest went on deck. His father said that the young man had gone on a fishing voyage, and he felt easier about him, because he believed that he had taken that good hope with him.

I have also to record a very pleasing fulfillment of the promise "Cast thy bread upon the waters, and thou shalt find it after many days," in the following incident: A gentleman overtook me on the way to my morning distribution, and says, "I suppose that you sometimes meet with some pretty rough characters in the course of your travels. I have a little bit of news which will encourage you to persevere in your good work. You supplied a fisherman with a Bible.

about five years since which was the means of his conversion. He has quit fishing, and obtained employment on shore, and I believe him to be one of the working Christians. He has had a class in a Missionary Sabbath-school for three years, and avails himself of many opportunities of being instrumental in building up our Redeemer's kingdom in the world."

I have donated 741 Bibles this year. Of that number 141 were put on board of vessels and steamboats, with the name stamped upon them. I have heard of their having being much read in their respective places. Those vessels which were bound to Spanish and Portuguese ports were supplied with one Bible each in those languages to remain on board, and a few Testaments to give away. The foreign Bibles, in every case heard from, were read more or less by the custom-house officers and visitors on board, and the Testaments eagerly sought for. In one case a Spanish Bible was given, at his earnest solicitation, to a clerk, who had spent some time in reading it on board. I have generally put two or three Bibles and forty Testaments on board of the Liverpool packets. With the exception of one time, when they were all brought back on account of the indifference of the officers to the good cause, they have been distributed among the crew and passengers.

I have continued to supply the U. S. seamen and apprentices with Bibles on board of the U. S. Receiving Ship, where they are kept until they are ready to go on their three year's cruise.

As the river was frozen over during last winter for a long time, thus causing a paucity of vessels in this port, by the direction of your Committee I distributed Bibles on the Richmond side of the 19th ward. I visited (as I suppose) every family in that part of the city, going from house to house. About one-half of the families visited were Roman Catholics, I found some of them owned either a large or a small copy of the Douay Bible. In a few instances they gave

rather a short answer to my inquiry if they were supplied with a Bible, and exhibited unmistakable evidence that they did not wish to talk to me on the subject. But, generally, when I stopped and entered into conversation with them for a few minutes, explaining the object of my visit, they would, if unsupplied take one of our Bibles, and wish me a cordial adieu. I donated among them over 100 Bibles and Testaments. I carried a copy of the Douay Bible with me and let them open a passage in our Bible, whilst I read its parallel in the Douay version. As they perceived that they frequently corresponded, they were the more willing to take the Protestant version. I visited one block containing five houses mostly occupied by Catholics; all of whom, being destitute, took a Bible. A short time since being in the same neighborhood, and two women who had lately moved into the same houses, and also two neighbors came to me for a Bible, and some of those whom I had previously supplied asked for Testaments for their children. I would also mention that some Catholic young women took Bibles, and afterwards returned them, on account of the opposition of their aged relatives. The distribution among the Catholics was much more pleasant than I had anticipated, and I found that even religious ignorance and bigotry could be overcome when met in a spirit of humility, conciliation and kindness.

I have often meditated with pleasure upon this part of my year's labor, and hope that I may yet be permitted to see or hear that it has been accompanied with the Divine blessing.

I have received 12,000 pages of tracts per month, from the branch of the American Tract Society located in this city, which I have distributed among seamen, boatmen and others as I had opportunity.

If any of our friends have any books, tracts, or religious newspapers lying idle, and will send them to the Bible Rooms, or leave word there I shall call for them, I will distribute them where they will be read. Also, Bibles that have been used in a

Sunday school can be sent to persons who are destitute.

I will only add that I have held many interesting conversations with seamen, boatmen and others, urging them not only to read the Bible, but to endeavor to profit by the holy truths contained in it. Some have promised to give good heed to my advice. May the Lord give them grace to do so.

Respectfully submitted.

JOSEPH H. GARDNER.

Philadelphia, Nov. 7, 1855.

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*To the President and Board of
Directors of the Philadelphia
Bible Society.*

RESPECTED BRETHREN:—The duty assigned us, namely, the placing of the Word of God in the hands of every emigrant destined to the "Great West," we have endeavored faithfully to perform. The longer we engage in the work the more do we feel the importance of it, and the necessity of being constantly at our post of duty, so that no emigrant, willing to receive the Bible, may leave without having in his possession this gift of priceless value. We have constantly on hand and distribute Bibles and Testaments in the following languages, namely, English, German, Irish, Welsh, Dutch, French, Italian, Danish, Bohemian, Portuguese, Spanish, Russian, and Swedish. 2,311 copies have been distributed during the past year. Although some of the emigrants appear very indifferent whether they receive the Bible or not, yet in many instances, they have expressed much joy when offered one in their own language; and in that blessed book, which we are spreading through this land, we read the words so cheering and so full of encouragement, "My word shall not return unto me void; but it shall accomplish that which I please, and it shall prosper in the thing whereunto I send it."

Yours affectionately,

A. M. SEIF,

Colporteur, to the Emigrants.

Nov. 10, 1855.

Notice to Mariners.

SOUTH WEST PASS MISSISSIPPI RIVER.—A bell boat has been anchored off the entrance of the S. W. Pass, Miss. River, one mile outside the bar, in ten fathoms water. The boat has "S. W. Pass," in red letters, on the slope of her deck, and is painted in black and white vertical stripes. Her bell is sounded by the action of the waves.

The light-house at the S. W. Pass bears from the boat N. 1-2 W. (magnetic); the channel at the bar, N. N. W.; the Pilots lookout at the Village, N. by E.; and the most seaward mud lumps visible, N. E. by E.

By order of the Light-house Board.

D. LEDBETTER,

Inspector,

INSPECTOR'S OFFICE, 8th L. H. DIS.,
Mobile, Ala., March 28, 1856.

BLACK SEA.—FIXED LIGHT AT CAPE SHABLAH.—Official information has been received at this office that "the Turkish Government has given notice that on the 1st February, 1856, a light was established on the beacon tower at Cape Shablah, on the coast of Bulgaria, about 36 miles northeast of Varna, in the Black Sea.

"The light is said to be fixed and bright. It is placed at a height of about 120 feet above the level of the sea, and in ordinary weather should be seen from the deck of a ship at a distance of about 16 miles. The tower stands in light lat. 43° 33' 30" N., long. 28° 38' 40" east of Greenwich, nearly.

"The mariner is warned, that in December, 1852, thirteen vessels bound from Odessa to Varna ran ashore near Cape Shablah and in March, 1855, six other vessels went ashore between Shablah and Mangali, (a small town which lies 16 miles to the northward,) when bound to Varna from the Crimea. As these wrecks may have been caused by a current setting to the west or north-west, masters of vessels should be on their guard against such an occurrence.

"They should also remember that lights on the coast of Turkey are uncertain, and not run too confidently

expecting to make a light on Cape Shablah.

"Variation 7° W. in 1856."

By order of the Light-house Board:

THORNTON A. JENKINS,
Secretary.

Treasury Department, Office Light-house Board, April 30, 1856.

CHARLESTON HARBOR.—A Fixed Light of the natural color will be exhibited for the first time on the evening of the 15th of May, 1856, on Fort Sumter, Charleston Harbor, S. C.

The illuminating apparatus will be a fifth order Fresnel Lens, placed in a lantern on top of a brick tower just within the north angle of the outer wall of the fort, and having an elevation of 56 1-2 feet above low water. The arc of illumination is but 270°, and therefore no light will be seen on the shoal water behind Fort Sumter and between Fort Johnson and Morris' Island; but in front of Fort Sumter, all navigable waters from Morris Island around to Fort Johnson will be well illuminated.

By order of the Light-house Board:

GEORGE W. CULLUM,
Capt. U. S. Engineers.

CHARLESTON, S. C.

May 1, 1856.

CHARLESTON HARBOR, S. C.—A fixed red light will be exhibited for the first time on the evening of the 15th May, 1856, on Shutes Folly Island, Charleston Harbor, S. C.

The illuminating apparatus will be a fifth order Fresnel Lens, placed in a lantern on top of an open wooden frame 18 feet square at bottom and ten at top, situated 100 feet to the northwest of Castle Pinckney. The wood work is painted yellow, except the cylindrical part immediately beneath the lantern of four feet in height, which is of a dark brown. The arc of illumination is 350° and the height at the light 50 feet above low water.

By order of the Light-house Board:

GEORGE W. CULLUM,
Capt. U. S. Engineers.

CHARLESTON, S. C.

May 5, 1856.

LIGHT ON THE BALEARIC ISLANDS.—Official information has been received at this office, that the Spanish

Ministry of marine has given notice, that on and after the first day of May, 1856, a fixed light would be established on the islet of Los Ahorcados, between Ivica and Formentera, Balearic Islands, in the Mediterranean.

The light is a fixed white light, placed at the height of 82 feet above the mean level of the sea, and should be visible from the deck of a ship, in ordinary weather, at a distance of 10 miles. The illuminating apparatus is catadioptric of the sixth order.

The light tower stands in lat. 38° 48' 42" N., long. 1° 29' east of Greenwich.

The object of the light is to mark the channel known by the name of the Freo Grande, or chief of the three channels or Freos between the Islands of Ivica on the north and Formentera on the south. This channel is about one mile wide, and has a depth of nine fathoms; but as the bottom is rocky, sailing ships should be cautious in taking it in scant or variable wind, in order to avoid the risk of having to anchor.

By order of the Light-house Board:

THORNTON A. JENKINS.

Secretary.

Treasury Department, Office Light-house Board, May 30, 1856.

MINOT'S LEDGE, BOSTON BAY.—Notice is hereby given, that an iron scaffold has been erected on the outer Minot rock, consisting of eight iron piles placed equidistant around a centre one supporting a spider twenty feet above low water. This scaffold has been raised for the purpose of facilitating the operation of building the light-house tower now in progress.

The entire structure is painted red, and should be seen from the deck of an ordinary coasting vessel from six to eight miles by the naked eye.

By order of the Light-house Board.

B. S. ALEXANDER,
1st. Lieut. Corps Engineers.

June 30, 1856.

Disasters.

Brig Geo. Otis, of and from New York for St. Jago, is stated by Lewis Gregory, Esq., President of the Globe Mutual Insurance Co., to have been

wrecked the 29th May, at the harbor St. Jago, Caused by calms and the force of the current.

The brig Anna, of Baltimore, Kimball, from Aspinwall for Pedro Keys, for a cargo of guano, was struck 26th June by a water-spout and capsized. The captain's son and 3 seamen, who were below at the time, were drowned. The captain mate and 2 seamen succeeded in getting on the vessel's bottom, where they remained until the long boat broke adrift from on deck and came up alongside; when they got into it, and after rowing four days landed within 120 miles of Carthagena.

Letters from Liverpool of the 12th July, give some further particulars of the disasters to the American vessels in the late gales on the coast of England. The ship George A. Hopley had sails blown away, and failing to weather Ratlin, Capt. Molony cut away her mast, let go her anchors, and drove her ashore and would become a total wreck.

The Sophia, of Yarmouth, U. S., from Trapani to Boston was cut down to water's edge by contact with the Harvest Queen, arrived here from New Orleans, and was afterwards abandoned.

An Am. brig from Mobile for Cardenas, has been wrecked. Her crew were rescued after being seven days on the wreck, by brig Florence which arrived at Halifax 18th June, from Cienfuegos. Captain Jones does not mention the name of the vessel or when or where she was wrecked. He further states that a part of the crew were on board the Lady Seymour, which was in company, but omits to state where the L. S. was from or bound. The vessel was the brig Wethumpka, from Mobile for Cardenas.

Schr. Charles Cranmer, which sailed from this port 9th June for Richmond, Va. took fire 11th when abreast of Squam, N. J., about ten miles from the shore and was entirely destroyed. Captain and Crew saved.

Steamer E. J. Dunpont, from Baltimore, bound to New York, when off Jamaica river, at 1 p. m., of the 14th

June, damaged some of her machinery which also damaged the hull, and caused her to leak so much that she was run on the beach to avoid sinking, when she filled in about forty minutes. She is now on the breakers full of water.

Schr. Calvin Stevens, Dunn, which sailed from Baltimore May 23 for Corpus Christi, was totally wrecked on the S. W. end of St. Joseph's Island, Aransas Pass, while going in over the bar, in charge of a pilot, 25th June.

Schr. Iris, from Kingston, for Anatto Bay, Jam., for this port, has been lost; no particulars. Captain and Crew arrived at St. Jago, Cuba, on the 14th June in boats.

Brig G. W. Lawrence, from St. Jago for Treiste, via Inagua, where she put in with Captain and crew sick, was wrecked at Cat Island, night of the 5th June.

Am. Ship Unicorn, from Liverpool to Boston, was abandoned 7th June. the crew were rescued by the Jane E. Walsh, from Havanah and carried into Falmouth, where they arrived on the 24th June.

Schr. Louise, of New York, from Boston for Mobile, was lost on Elbow Reef 1st. June.

Schr. Annie E. Cox, from Mobile for Belize, Hon., Went on shore night of 1st June and is a total wreck.

Schr. W. P. Moore, of Charleston, from Ocracoke, bound to St. Johns, Antigua, 13th July went ashore 25 miles south of Cape Henry. The vessel, it is supposed will be a total loss.

Ship Benj. Thaxter, from Cardiff for New York, was fallen in with 27th June, in distress, having sprung a leak on the 25th. The Gen. Taylor remained with her until the 30th, when finding it impossible to save the ship, after throwing overboard 200 tons of iron, she was abandoned with seven feet of water in the hold. The captain crew and 28 passengers were taken off by the Gen Taylor and carried to Portland.

Ship Southport of New York, be-

fore reported as abandoned at sea, was fallen in with 31st May, during a heavy gale, by ship Shooting Star, Dubois, from New York for Wampoa, which laid by her for five hours, she succeeded in rescuing the crew, she afterwards transferred them to Br. barque Berbice, which landed them in Hollyhead.

Marseilles, June 12.—Ship Neva, Brown, from Calcutta for London, has been totally lost at the Sand Heads.

Missing Vessels.

Schr. W. P. Capt. Lee, sailed from Alexandria for Richmond, Va., on the 21st May, and has not since been heard of.

Schr. O. G. Parsley, Vangilder, with a cargo of stone, is stated to have cleared from New London, Conn., for Charleston on or about the 23d of December last, and has not since been heard of.

Ser. Imperial, Groves, sailed from Wiscasset Feb. 24 for Boston, and has not since been heard of.

The Two Sea-Captains.

"When I followed the sea," said Captain —, "I was often very much tried, but these trials proved blessings in the end. When I was perplexed and troubled, I was driven to prayer, and the Lord would help me, and give me grace to deny myself and serve Him.

In St. Augustine, I was going to market for the ship one day, when I met Captain S—— with his wife and five children in a very destitute condition. They had just been shipwrecked; the children were barefooted, and they did not seem to know what to do. I told them to go on board my ship, which was bound for Charleston, where they belonged, and they would soon be at home.

In the afternoon a breeze sprang up, and we set sail. The next day was Sunday. As usual, in the morning the decks were washed down, and preparations made for worship.

Now came a great trial for me. I should not have minded my crew alone, for I had been accustomed to

lead their devotions, but I had a good many ladies and gentlemen as passengers, and it seemed a great self-denial to speak in my plain way before them, so great that I could not stand under it. I went down into my cabin, and begged that I might have grace given me to bear me thro' this trial. I arose strengthened, and as I was going on deck, I saw that some of the ladies had hymn-books.

This encouraged me, for I thought then there were some Christians among them who would assist me with their prayers. I read a chapter and prayed, and then several of the gentlemen prayed; after which we sang a hymn, and I never heard better music. Those ladies' voices fairly made old Ocean ring.

In the afternoon we had a prayer-meeting, and it was a delightful day to me, after all my trouble. Gen. Wool was one of the passengers, and as he shook hands with me at parting, he said he should always remember with pleasure the Sabbath he had passed on board my ship. I made many friends that trip, and have often since had pleasant meetings with Christians of various denominations among them.

As I parted with Captain S——, I handed him fifty dollars, as he was in so much need. He was very grateful, and told me that he would repay me when he was able. I said it was no matter about that, but if he met with any one in need as he then was, he might give it to him.

One morning last summer, as I was going to market, I gave a man who was in want, all the money I had; and when I returned home, my wife asked me for the meat, at the same time handing me a letter, and asking me for money to pay the postage. That letter was from Captain S——. It enclosed fifty dollars, and informed me that the impression of that Sabbath had never left him, nor had allowed him any peace until he gave himself to his Saviour. It proved to me that self-denial for Christ and the good of men has often a blessed reward, not only in the life that now is, but in that which is to come."

New York, September, 1856.

For the Sailor's Magazine.

It was doubtless remarked by those who read the Magazine, that there was, this year, *no report from New Orleans.*

In passing this city I have made up my mind that so little was done that no report could be made.

The City of New Orleans extends up and down the Mississippi River, say from the common center of Canal st. two to three miles each way. Or it is a city about six miles long, divided about in the centre by the general *steam boat landing.*

This fact marks the duty of the Bethel cause, when conjoined with another fact, namely, that the sailing vessels, ships, and smaller craft lie both above and below the steamboat landing. Thus two masses of sailing vessels demand attention. And they are too far apart to be reached by one sailors home or one missionary.

Here then is an ample field for two good Bethel Chaplains, and Missionaries. The demand is imperative on the Church. No missionary field requires them more.

Two good homes are to be built. By good homes I do not mean some old ruin of a building to be fitted with the off cast bedding of the benevolent. But neat, durable, airy buildings with chapels in them and a home for the chaplain and missionary.

"Brethern let me freely speak to you." The American Seaman's Friend Society never has made demand on the gold and silver of the Lord in the hands of the Church, that it should have made. Stop commerce and you affect the happiness of almost every man, woman and child of the nation. Merchant your store lives on the sailor. Lawyer, farmer, your living is on the sailor. Yes! clergyman and pastor your salary would stop if the sailor did not endanger his life for you out of your sight.

Yet you give to the American Seaman's Friend Society, what? Yes! what, annually? The beggarly pittance of about 20,000 annually!!! Other societies (who do good) have their *hundreds of thousands*, we have our fives and tens. No! there never has been a demand on the disciples of Jesus in the least proportion to the demand that *God has made.*

It is not *economy* to do at a contemptible rate the Savior's work among seamen. Build them at New Orleans two suitable homes and chapels. Send at least two devoted men. Let a manly vigor be infused into the lifeless form, said to be Bethel, in that city, so destitute of the pure love of Christ.

But my *sorrow of heart* cannot reach you. May God infuse into some soul the desire and power to do this work amid the 40 or 50 thousand sailors and boatmen who annually

visit the city, and the 15 thousand long shoremans of New Orleans.

Sabbath evening, New Orleans, June 8th, 1856.

SAMUEL J. PARKER.

Mobile Bay Chaplain
and Physician,

From Polynesia.

LETTER FROM REV. T. COAN.

HONOLULU, June 11th, 1856.

MY DEAR BRO:—

I date this at Honolulu. Have been here four weeks attending the Anniversaries of our Evangelical Association, and our Bible Missionary, and Tract Societies. To-day, D. V. I embark for Hilo.

We have fresh and encouraging news from our missions at Fathiva and in Micronesia. Good tidings from the barque Belle, in which Dr. Pierson and lady and a brother and sister of my Church at Hilo cruised four months among the Mulgrave and King's Mill groups. Three mates of this ship were hopefully converted and united with the Church at Strong's Island. The Missionaries experienced much kindness from the master, officers and crew. A purse of forty-five dollars was given by them to our native Missionary.

Our last shipping season at Hilo was one of unusual interest. I have never seen seamen more accessible. Large numbers called on us during the week and our Bethel was well filled on the Sabbath. From seven vessels all except three or four who kept ship came out to our Sabbath services, and many were impressed deeply with the truth. It is a rare thing that a ship master absents himself from our Bethel on the Lord's day,

I have conversed with scores of sailors during the past season, and have seen the tear tremble in many an eye, and have heard the expressed resolve to serve the Lord. I have also distributed many Bibles and Testaments among the Americans, French, Germans, Spanish, and Portuguese. All the ships have been

supplied with a large bundle of assorted tracts, papers, pamphlets, books, etc., and many books and tracts have been given to individuals. I preach one sermon in the Bethel at 3 1-2 P. M. on every Sabbath, after having had four exercises with the native people. I long to do more for seamen, and I would do more, were not my time so fully occupied in the labors which come upon me.

Our great volcano still burns, and sends down its river of devouring fire from the summit of the mountain. This stream—some 70 miles long, and from 1 to 5 miles wide, came within five miles of our port, and for a long season the fate of Hilo seemed nearly sealed. But contrary to all human calculation and when hope had nearly expired; when some had left their houses and others were preparing to leave, suddenly, and as by a fiat from Jehovah the molten stream hardened at its terminus, forming a dam against the incandescent river, causing it to spread out laterally, and to burst up vertically, covering fields, and forming cones, domes, hills, and ridges, and thus spreading itself over the interior. Thus the Lord has saved us, and he is truly "a wall of fire" and a "munition of rocks" to us. The very material which threatened the ruin of Hilo has been converted by God into a rampart of defense.

In the bonds of Christ.
Your affectionate Brother.

T. COAN.

Letter from Chaplain at Marseilles.

MARSEILLES, July 26, 1856.

MY DEAR SIR:—

I have nothing very remarkable to communicate at present, yet I am desirous of assuring you that, in conjunction with my lay assistant, Mr. Arthur Canney, I continue the work of the Gospel among our seamen, whose numbers at this port have been very large, owing to the fact that the largest American Clippers have been employed as transport ships by the French Government, to

bring troops and warlike materials back from the East. The Great Republic is now and has been for some time past in this port. The Ocean Herald has just sailed for Constantinople. Many other merchant vessels from the States are also here.

Our Sailor's Home is *always* full and chiefly tenanted by Americans, being of more temperate habits than English seamen to whom the exclusion of strong drinks from the premises is distasteful. And though it is not in my power to speak of any individual conversions among the sailors, yet looking to and relying on the promises of God, we may hope that His Word is never wholly ineffectual and void. Mr. Canney and myself visit the Home every day, conversing with and exhorting the men, and we have two lectures a week, every Wednesday and Sabbath evening at 7 o'clock, and from the attention which is paid by some of the seamen, and the conversation following we may believe that God's blessing attends the ordinance and the ministration of the Word. We have formidable obstacles to contend with in the more than ordinary temptations, and scenes of profligacy to which the men are exposed. There have been of late, and still are many American seamen in the hospital;—several with broken limbs from accident on ship board. These we regularly visit, and read to them the Scriptures and pray with them. Thus you perceive that my post is no sinecure so far as your seamen are concerned.

I should be glad if your Society in addition to my salary, could aid me with a small sum of money yearly in support of the Sailor's Home. That establishment will I doubt not become in a little while self-supporting, but is at present still in its infancy, and needs additional aid.

I am my dear Sir,

Yours Faithfully,

M. JOHN MAYERS.

A THIRTY STATE.—Connecticut has a State debt of \$4,664, and yet some of the newspapers are sounding the alarm about it.

Hawaiian Anniversaries.

HAWAIIAN EVANGELICAL ASSOCIATION.

The meetings of this association, commenced on the third Wednesday of May, 1856, at the Mission School House. Delegates from nearly all the Islands were present during the numerous sessions, which were continued for two weeks.

Hawaiian Missionary Society.

The Fifth Anniversary of this Society was held at the Bethel, Tuesday Evening, May 27th. The absence of the President, the Rev. A. Thurston, the Rev. T. Coan one of the Vice Presidents presided. Mr. S. Castle, the Treasurer Reported—the balance in Treasury, and receipts during the year to be \$5,743.27. Expenditure, \$5,735.89.

It appears that this Society incurred all the expense of the Fatuhiwa Station at the Marquesas Islands. The Micronesian Mission is under the American Board of Foreign Missions, but this Society contributes largely for its support as the following statement will show.

The Micronesian Mission cost during 1855, \$4,984.60, but the Hawaiian Missionary Society paid of that amount, \$3,441.87.

Missionary Society of the Children of the Missionaries.

The Anniversary exercises of this Society were held, Saturday evening, May 16th, at the Mission School House, Mr. Goodale in the chair. Treasurer's Report, was read by Mr. Robert Andrews, Recording Secretary's by Mr. F. Judd, and Corresponding Secretary's Report by Mr. Wm. Gulick.

The Society has devoted \$500, to the support of Rev. L. H. Gulick's missionary on Assension.

The Rev. J. D. Strong, delivered an interesting address.

The Hawaiian Bible Society.
all who have tasted that the Lord has

The 15th Anniversary of this Society was held at the Bethel, Wednesday evening, May 28th. R. W. Wood, M. D. presided. Prayer was offered by the Rev. W. S. Turner, Mr. Cooke, the Treasurer, presented his report, from which it appeared that the Society's Receipts were

\$527.62

Expenditures, 123.62

Cash on hand, \$404.00

The Rev. D. Strong, the Secretary, presented his report.

Judge Roberston followed with an interesting address, and this was succeeded by an address from the Rev W. Speer. In his remarks he alluded very felicitously to certain passages of Scripture, but particularly to the 12th verse of the 49th Chapter of Isaiah, "And these from the land of Sinim." The land of Sinim, he clearly showed to be Sina, or China. (See remarks of Barnes in another column.) Mr. Speer made a very strong appeal to the audience, and the Sandwich Island community to adopt immediate measures for the religious welfare of the Chinese. He recommended the purchase of 800 copies of the New Testament in Chinese, and the employment of a Chinese Colporteur.

We are most happy to announce that his appeal was successful. The Society voted to send immediately for a Colporteur, and to devote the sum of \$600 annually for his support, if so much was required. About one half that amount was pledged at the meeting. The execution of the business was pressed upon the Society's officers by several animated addresses.

Hawaiian Tract Society.

The 15th Anniversary of this Society, was held at the Bethel, Tuesday evening, May 29th. Judge Andrews in the chair. Mr. O. H. Gullick, Treasurer, presented his report.

Verbal statements were made in regard to the operations of the Society during the past year, from

which it appeared, that about \$600 worth of Tracts and bound volumes, in various languages had been gratuitously distributed, principally among seamen.

After the choice of officers, the audience listened to an interesting address from the Rev. Mr. Payne, Chaplain of H. B. M.'s Frigate "Alarm."

Extracts from the Fifteenth Annual Report of the Hawaiian Bible Society.

The operations of this Society during the past year, have been as extensive and successful as in previous years. In accordance with a vote passed at our last Annual Meeting, one thousand dollars worth of Bibles and Testaments, in various languages, have been ordered and received from the American Bible Society, which will doubtless be sufficient to meet our wants for the coming year.

During the shipping season, a native colporteur was employed to labor among the Hawaiian seamen. How many copies of the Scriptures were put in circulation through his instrumentality, I have been unable to ascertain; yet his labors have undoubtedly been productive of good, and furnish sufficient reason, why this department of labor should not be overlooked in our arrangements for the coming year. He was supported by a special fund previously contributed for that specified object, but as the fund is now exhausted, measures must be taken to replenish it, if this kind of labor is to be continued.

How many copies of the Scriptures have been put in circulation among foreigners throughout the Islands, I have been unable to ascertain. In Honolulu there have been sold and given away 369 Bibles and 200 Testaments in English; in German 32 Bibles; in Spanish 28 Bibles; in French 9 Bibles and 5 Testaments; in Portuguese 171 Bibles, and 6 Testaments; and in Swedish 3 Bibles and 9 Testaments, making in all 612 Bibles, and 220 Testaments. It will be observed, that, with a single exception, the largest number of copies of the

Scriptures were distributed among the Portuguese. These were undoubtedly put in circulation among persons, who had been deprived of the word of God; but who will prize the book as a treasure, give it a diligent perusal, and then, as in former years, leave it as a parting legacy to their destitute countrymen. Many of these books were sold; and from this source nearly \$300 have been paid into the treasury of the Society.

The receipts of the Society from all resources, during the past year were \$21 less than during the previous year, but with one other exception, were larger than during any other year since its organization.

Extracts from the Fourth Annual Report of the Stranger's Friend Society.

The rapid flight of time has brought our Society to the close of another year. So quiet has been its course, that in gathering up the incidents of progress, there seems but little excepting the mere form which calls for a report.

The one great object of our organization has been steadily pursued with an ever increasing conviction of its importance and utility. The poor have not ceased out of the land. The sick and suffering stranger still dwell within our gates. So numerous have been the applications to our society for aid during the past year, that it has been impossible for our Treasury to meet them all; but the limits which regulate the duties of the American Consul, having been somewhat extended by his Government, he has bestowed aid in several cases, which would otherwise have had no resource save our society. So that we have been spared the pain of refusing any one who really required assistance.

We have still to regret that the most of those who apply for aid are usually in the last stages of illness. There are however exceptions to this rule. During the past year one of our beneficiaries, an English subject came to us, apparently but to die; but after six or seven weeks of medical

attendance and careful nursing in the American Hospital he quite regained his health, and has gone to sea.

The physicians of Honolulu have continued as usual their gratuitous attendance on our sick.

Our Society has received fewer donations during the past year, than during former years. Still we have not been forgotten by the benevolent portion of our community, while bestowing their charities upon the various objects which make demand on their purses. On the sea and on the land our society has been remembered. In the name of the suffering we thank them all.

In October last the members of this Society were invited by the Trustees of the Sailor's Home to aid in the arrangement for a Fair to be held in behalf of the Home. A cheerful response was given to this call, and six week's devoted to preparation, during which time the meetings of the Society were suspended. The Fair was held on the evening of November 16th, and the handsome sum of \$1,700 realized from the sale of the articles, etc.

[For the Sailor's Magazine.]

I was much refreshed and encouraged to persevere in my own humble attempts for the spiritual benefit of seamen, by reading the last communication from your Chaplain at Havre.

It is certainly true that all Missionary labour among seamen is emphatically a work of faith, as they are, so to speak, such birds of passage. Still it is the privilege as well as the duty of all who have tasted that the Lord has been good and gracious, to drop a word in season and out of season to their fellow sinners, because our dear Lord and Master has commanded us so to do and has even blessed these means for the ingathering and edification of his Church.

Perhaps the following narrative of one who went down to the sea in ships and was there plucked as a brand from the burning, and led to rejoice in redeeming love, may be made useful by the great and good

Shepherd to some of his sheep either in or out of the ark of safety.—*Narrative of a Bible Distributor in Philadelphia.*

As I was going down a wharf in the distribution of bibles among the seamen at this, Port, a mate who was engaged in measuring a box looked up and when he saw me, ran and grasping one of my hands in both of his, gave me a true sailors grip. Seeing that I did not appear to recognize him, he said "do you not remember that you came into the Cabin of the Brig ———, and talked to me for a good half hour, telling me what a sinner I was both by nature and practice, and urging me to go at once to Christ with all my guilt and pollution, that I might be saved through faith in him. Little did you know what was passing in my mind whilst you were striving to do me good. I then absolutely cursed you in my heart, for what I thought to be your officious and impertinent lecture. I endeavored to make you to understand by every way except absolute rudeness, that your room was better than your company, but still you persevered striving to make me realize my natural lost condition, and the fullness and freshness of the Gospel remedy. I am sorry to say that I was glad and felt relieved when you left the vessel. But that did not last long. An arrow from the almighty quiver had entered my heart, and it was filled with rage against you and all around me. I then felt myself to be very miserable and the thought would sometimes force itself into my mind that you were right, which necessarily made me wrong, but I strove to banish it as soon as possible. I then sought in the intoxicating bowl for relief, frequented the theatre and made use of other worldly appliances to drown care. Not succeeding in finding ease and peace where it was truly not to be had, I then resolved to try to be good, to make out a righteousness of my own. I forsook the evil ways and habits in which I had been indulging, began to read the bible and pray, and endeavored to gain God's favor, which I began to think might be necessary

and useful, by leading a good moral life. I pursued that course for two or three days and thought that I was getting on bravely, when something extra would cross me, and my ungovernable temper would at once find vent in oaths and cursing. But I did not give up, (as I now see) the hand of the Lord was heavy upon me, and he was leading me by a way which I knew not. In fine after several attempts to fulfill that holy righteous law, I took up with your advice, and went to him with all my sin and pollution, that I might be saved in his way. There I find a righteousness which answers every demand of His holy law, there I find a fountain which washes from all uncleanness, and there I find the promise of the spirit of all grace and consolation to carry on the work of sanctification in my heart. Therefore do not be discouraged in pointing sinners to Jesus even if you should meet with some rebuffs, and should not see the immediate results of your labor.

I will only add that I had the pleasure of seeing and hearing from the subject of the present narrative several times before that he was called upon to receive the final reward of grace, and always found him to be a humble, consistent and decided christian.

Therefore let us be steadfast immovable, always abounding in the work of the Lord, forasmuch as we know that our labor is not in vain in the Lord.

G.

Philadelphia, July 31st, 1856.

Mercantile Honor.

It might tempt one to be proud of his species when he looks at the faith that is put in him by a distant correspondent, who without one other hold of him than his honor, consigns to him the wealth of a whole flotilla, and sleeps in the confidence that it is safe. It is, indeed, an animating thought, amid the gloom of this world's depravity, when we behold the credit which one man puts in another, though separated by oceans and by continents; when he fixes the anchor of a sure

and steady dependence on the reported honesty of one whom he never saw; when, with all his fears for the treachery of the varied elements through which his property has to pass, he knows that should it only arrive at the door of its destined agent, all his fears and all his suspicions may be at an end. We know nothing finer than such an act of homage from one being to another, when, perhaps, the diameter of the globe is between them; nor do we think that either the renown of her victories or the wisdom of her counsels, so signalized the country in which we live as does the honorable dealing of her merchants; all the glories of British policy and British valor are far eclipsed by the moral splendor which British faith has thrown over the name and the character of our nation; nor has she gathered so proud a distinction from all the tributaries of her power as she has done from the awarded confidence of those men of all tribes, and colors, and languages, who look to our agency for the most faithful of all management, and to our keeping for the most inviolable of all custody.

—*Chalmers.*

Faith of an Indian Mother.

Extract from the third volume of Mr. Bancroft's History:—"If a mother lost her babe she would cover it with bark, and envelope it anxiously in the softest beaver skins; at the burial place she would put by its side its cradle, its beads and its rattles; and as a last service of maternal love, would draw milk from her bosom in a cup of bark and burn it in the fire, that her infant might still find nourishment on its solitary journey to the land of shades. Yet the new born babe would be buried, not as usual, on a scaffold, but by the wayside, that so the spirit might secretly steal into the bosom of some passing matron, and be born again under happier auspices. On burying her daughter, the Chippewa mother adds, not snow-shoes, and beads, and moccasins only, but (sad emblems of woman's lot in the wilderness) the carrying belt and paddle. 'I know my daughter will be restored to me,' she

once said, as she clipped a lock of hair as a memorial, 'by this lock of hair I shall discover her, for I shall take it with me,'—alluding to the day when she, too, with her carrying belt and paddle, and the little relic of her child, should pass through the grave to the dwelling place of her ancestors."

The Sub-Marine Cable.

Masters of vessels, as we learn from the Vineyard Gazette, are requested not to anchor in the vicinity of the sub-marine cable. It is laid from Nobska Head to West Chop. If they hook the cable with their anchor they should be careful to throw it off the fluke without injury. To raise the cable does not injure it, and this caution is to prevent masters from ordering it cut with an axe or otherwise damaged.

Account of Moneys.

From July 15th to August 15th, 1856.

Members for life by the payment of Twenty Dollars.

Rev. Levi Marsh, by Cong.	
Soc'y, Thomastown, Me.	20 00
Deacon J. Plummer, by Cong.	
Soc'y, S. Berwick, Me.	
(balance)	8 00
John S. Garroch, by Rev.	
Wm. Bradley, Newark,	
N. J.	20 00
Mrs. P. D. Oakey, by Pres.	
Church, Jamaica, L. I.	
(am't ack. below.)	
Mrs. Elizabeth P. Phillio by	
Ladies Seam, Frd. Soc'y,	
Suffield, Ct.	28 00
Rev. B. B. Beckwith, of	
Govenour, N. Y., by	
Friends in Castine, Me.,	
(am't ack. below.)	
Charles H. Tilden, by Friends	
in Castine, (am't ack. below.)	
Deacon Edward A. Smith, by	
Cong, Soc'y, Southport,	
Ct.	35 30
Winthrop H. Perry, South-	
port, Ct., by Miss Delia	
Perry.	20 00
Miss Mary A. Potter, by	
Ladies Sewing Circle,	
Pautucket, Mass.	20 00

Donations.

From Sunday School in Cong. Church, Watertown, Ct.	5 00
" C. V. D. Brown, Galis- bury, Ill.	1 00
" John S. Walton, New Orleans, La.	100 00
" Meth. Epis. Church, Thomaston, Me.,	4 15
" Cong. Soc'y, Rock- port,	6 00
" Meth. Epis. Church, Rockport.	4 85
" A Friend, Dover N. H.	1 00
" Cong. Soc'y, Searsport, Me.	17 00
" Mr. Chapin, Provi- dence, R. I.	20 00
" Pres. Church, Jamaica, N. Y.	58 13
" Pres. Church, Plain- field, N. J.	6 00
" Second Baptist Church, Plainfield, N. J.	9 33
" A Friend on Long Is- land.	10 00
" Second Pres. Church, Orange, N. J.	47 30
" Gentlemen's Benevolent Soc'y, First Cong. Soc'y. Northampton, Mass.	62 00
" Frederick Horner, Jr., Salem, Va.	1 00
" High Street Cong. Soc'y Providence, R. I.	50 55
" Sunday School High Street Church Pro- vidence, R. I.	10 00
" Cong. Church, Salis- bury, Ct.	60 75
" Meth. Epis. Ch. do Ct.,	6 73
" Pres. Church, Wilkes- barre, Pa.	16 00
" H. M. F. do.	5 00
" Judge Conyngham, Epis. Ch. do Pa.	5 00
" V. S. Maxwell,	5 00
" Mrs. Ross,	5 00
" H. Colt,	5 50
" Friends Meth. Epis. Church,	1 50
" Ladies Mite Soc'y, Milford, Ct.	5 00
" Deacon Sam'l Adams, Castine, Me.	25 00

" John H. Jarvis,	20 00
" Wm. Witherlee, Esq.,	10 00
" Theodore A. Jarvis,	10 00
" Sam'l Adams, Jr.,	3 00
" Rev. A. E. Ives,	3 00
" Charles A. Cate,	3 00
" Wm. H. Witherlee,	3 00
" Dea. M. P. Hatch,	3 00
" S. K. Deveraux,	3 00
" A. F. Adams,	2 00
" C. K. Tilden, Esq.,	2 00
" John Dreper,	2 00
" T. H. Eale,	1 00
" J. B. Crawford,	50
" J. C. Collins,	50
" Individuals in First Pres. Church, N. Y.	180 00
" Eleventh Pres. Ch. N. Y.	15 50
" Pearl St. Cong. Soc'y, Hartford, Ct.	124 50
" A Friend, New York,	10 00
" First Pres. Church, N. Brittain Ct.	24 64
" Second do. do.	5 90
" Cong. Soc'y Mount Carmel, Ct.	10 35

Legacies.

Third Installment of Legacy of the late Henry Whittelsey, of Catskill, N. Y. John M. Donnelly, Esq., Executor.	357 15
Manchester, N. H. 1st Cong. Soc'y, to make Dean Hiram Brown, L. M. (A.)	37 25
Nashua Pearl St. Soc'y (Rev.) Mr. Adams,	78 68
Taunton Trin. Cong. Soc'y,	27 29
Clinton Cong. Soc'y,	45 62
Lancaster Orthodox Soc'y, to make a L. M.	20 00
Chickopee 1st Cong Soc'y,	11 00
" A Friend.	5 00
Ludlow,	11 43
Holyoke,	10 00
Springfield,	52 26
Longmeadow Gents. Bent. Asst'n.	45 35
Longmeadow Ladies Bent. Asst'n \$20 to make Rev. W. E. Bois L. M. (A)	23 36
Westfield 1st Cong. Soc'y,	60 00
West Springfield,	36 18

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